

Highway and Bridge Construction Schedule RSMo 21.795.2.(3)

Introduction

The information in this section is in accordance with the highlighted portion in the following section of the reporting statute. *"(3) The proposed allocation and expenditure of moneys and **the proposed work plan for the current fiscal year, at least the next four years**, and for any period of time expressed in any public transportation plan approved by either the general assembly or by the voters of Missouri. This proposed allocation and expenditure of moneys shall include the amounts of proposed allocation and expenditure of moneys in each of the categories listed in subdivision (1) of this subsection; ..."* Section 21.795.2(3), RSMo Supp. 1998 (emphasis added).

MoDOT has proposed a specific plan for highway construction covering the next five years. The plan relies only on currently anticipated revenues and it specifies projects assumed to be placed under contract in the years 2002 through 2006. As each year of the plan is completed, a new year is added. Unlike previous versions, this Statewide Transportation Improvement Program includes other modes of transportation.

This is the first plan to see reduced funding because of repayment of bonds let in previous years. In 1999, the General Assembly and governor authorized MoDOT to use bond financing to accelerate highway and bridge improvements. More than \$1 billion, financed by bonds, is being or will be used to increase construction in 2001 through 2003.

The accelerated work has benefited the state's highway and bridge system, but repayment with interest begins in fiscal year 2002. MoDOT assumes debt payment to cost \$270 million between 2002 and 2005. This money is paid from future construction budgets.

Other factors also are contributing to a lower amount of funds available for projects in this STIP. Missouri's economy slowed dramatically in 2001. Revenue projections from last year anticipated a growth rate of 3.7 percent from sources such as fuel taxes, vehicle sales taxes and license fees. This growth did not materialize. As a result, \$277 million less in revenue is available for construction between 2002 and 2005.

Although shifting away from system expansion to rehabilitation and reconstruction reflects MoDOT's priorities, the department continues to devote considerable resources to expansion. Expansion projects are consistent with already established priorities. Many urban expansion projects are aimed at relieving congestion, while the rural projects focus on completing the corridor projects already underway. MoDOT works closely with its transportation partners to ensure high priority needs in all parts of the state are reflected in the program.

This plan reflects MoDOT's change in philosophy to dedicate more funds to rehabilitation and reconstruction of the existing \$60 billion highway and bridge asset. This means less money dedicated to system expansion, which includes projects like adding new lanes to existing

highways or building new highways. For SFY 2002 and 2003, approximately 57 percent of the right of way and construction money is devoted to system expansion, with the remainder allotted to rehabilitation and reconstruction (31 percent), regional priorities (10 percent) and safety projects (2 percent). Between 2004 and 2006, approximately 34 percent of the right of way and construction money is devoted to system expansion, with the remainder allotted to rehabilitation and reconstruction (55 percent), regional priorities (7 percent) and safety projects (4 percent).

The needs addressed in the Highway and Bridge Construction Schedule include the following.

- Safety
- Preservation
- Congestion relief
- Connectivity
- Operational efficiency
- Economic development
- Non-motorized options

The plan is balanced for these years, with the amount programmed being lesser than or equal to the amount available. By keeping allocations less than available funds, all projects scheduled can be completed if the following conditions are met:

- State and federal funding is at assumed levels;
- Environmental requirements are met;
- Legal matters, especially right-of-way acquisitions and utility relocations, are resolved on a timely basis; and
- Metropolitan planning organization concurrence on projects in Columbia, Joplin, Kansas City, St. Joseph, St. Louis and Springfield is received; and
- Projects identified as funded with bond financing in 2003 are approved by the Missouri Highways and Transportation Commission and the legislature.

An inflation factor of 3 percent has been applied to each of the second, third, fourth, and fifth years of the plan.